AMENDMENTS TO THE CLAIMS

Please amend the claims as shown below.

1-7. (Canceled)

8. (Previously Presented) A method of controlling a wheel brake of a vehicle, an electrically operated actuator being assigned to the wheel brake and being drivable by an actuation signal as a function of a setpoint to generate at least one of a braking force and a braking pressure, the method comprising:

determining a desired braking input based on at least one of a brake pedal operation and at least one other control system; and

applying the at least one of the braking force and the braking pressure as a function of the desired braking input;

wherein the applied at least one of the braking force and the braking pressure is limited to a maximal value when the vehicle is at a standstill,

wherein the limit value is based on at least one wheel brake not being braked.

9-10. (Canceled)

11. (New) A method, comprising:

determining a value of a setpoint for an operating parameter of a braking system, the parameter selected from a group consisting of a braking pressure and a braking force, wherein the determined value is within a range of setpoint values that are physically implementable by the braking system, the determining being as a function of at least one operation selected from a group consisting of a brake pedal input by a user and operation of at least one other control system;

reducing the setpoint from the determined value to a limit value upon a determination that the vehicle is in a standstill condition and that the determined value is greater than the limit value; and

regulating the braking system to implement the setpoint limit value for the operating parameter.

12. (New) The method of claim 11, wherein the implemented setpoint limit value is sufficient to maintain the vehicle standstill condition.

13. (New) The method of claim 11, wherein the limit value is a function of a weight of the vehicle.

14. (New) The method of claim 11, wherein the limit value is a function of an inclination angle of the vehicle.

15. (New) The method of claim 11, wherein the regulating includes braking at only a single wheel brake of the vehicle, and implementing the limit value at the single wheel brake of the vehicle.

16. (New) The method of claim 11, wherein the regulating includes releasing wheel brakes at at least one wheel of the vehicle.

17. (New) The method of claim 11, wherein the regulating includes activating a controllable valve to link at least two pressure control circuits for two different wheels, and implementing the setpoint limit value at both of the wheels using a single pressure regulator.

18. (New) The method of claim 11, further comprising:

detecting that the vehicle is no longer in the standstill condition after regulating the braking system to implement the limit value of the setpoint;

increasing the setpoint from the limit value to a second limit value; and

regulating the braking system to implement the second limit value of the setpoint.

19. (New) The method of claim 18, wherein the second limit value is less than the initially determined value.

20. (New) The method of claim 11, wherein a buildup gradient for the operating parameter is limited.

21. (New) The method of claim 11, further comprising:

determining, as a function of the brake pedal input, a first value of a rate-of-change for the braking system, the rate-of-change selected from the group consisting of a braking pressure rate-of-change and a braking force rate-of-change, wherein the determined first value is within a range of rate-of-change values that are physically implementable by the braking system;

reducing the rate-of-change from the determined first value to a limit value upon a determination that the determined first value is greater than the limit value and the vehicle is a condition selected from a group consisting of a standstill condition and a low-speed condition, wherein the low speed condition includes vehicle conditions where a vehicle speed is less than a predetermined speed value; and

regulating the braking system to implement the limit value of the rate-of-change for the braking system.

22. (New) A controller for a braking system of a vehicle, the controller comprising a processor configured to:

determine a value of a setpoint for an operating parameter of a braking system, the parameter selected from a group consisting of a braking pressure and a braking force, wherein the determined value is within a range of setpoint values that are physically implementable by the braking system, the determining being as a function of at least one operation selected from a group consisting of a brake pedal input by a user and operation of at least one other control system;

reduce the setpoint from the determined value to a limit value upon a determination that the vehicle is in a standstill condition and that the determined value is greater than the limit value; and

regulate the braking system to implement the setpoint limit value for the operating parameter.

23. (New) The controller of claim 22, wherein the implemented setpoint limit value is sufficient to maintain the vehicle standstill condition.

24. (New) The controller of claim 22, wherein the limit value is a function of a weight of the vehicle.

25. (New) The controller of claim 22, wherein the limit value is a function of an inclination angle of the vehicle.

26. (New) The controller of claim 22, wherein the regulating includes braking at only a single wheel brake of the vehicle, and implementing the limit value at the single wheel brake of the vehicle.

27. (New) The controller of claim 22, wherein the regulating includes releasing wheel brakes at at least one wheel of the vehicle.

28. (New) The controller of claim 22, wherein the regulating includes activating a controllable valve to link at least two pressure control circuits for two different wheels, and implementing the setpoint limit value at both of the wheels using a single pressure regulator.

29. (New) The controller of claim 22, wherein the processor if further configured to:

detect that the vehicle is no longer in the standstill condition after regulating the braking system to implement the limit value of the setpoint;

increase the setpoint from the limit value to a second limit value; and

regulate the braking system to implement the second limit value of the setpoint.

30. (New) The controller of claim 29, wherein the second limit value is less than the initially determined value.

31. (New) The controller of claim 22, wherein a buildup gradient for the operating parameter is limited.

32. (New) The controller of claim 22, wherein the processor is further configured to:

determine, as a function of the brake pedal input, a first value of a rate-of-change for the braking system, the rate-of-change selected from the group consisting of a braking

pressure rate-of-change and a braking force rate-of-change, wherein the determined first value is within a range of rate-of-change values that are physically implementable by the braking system;

reduce the rate-of-change from the determined first value to a limit value upon a determination that the determined first value is greater than the limit value and the vehicle is a condition selected from a group consisting of a standstill condition and a low-speed condition, wherein the low speed condition includes vehicle conditions where a vehicle speed is less than a predetermined speed value; and

regulate the braking system to implement the limit value of the rate-of-change for the braking system.

33. (New) A method of controlling a brake system of a vehicle, the brake system being driveable by an actuation signal as a function of a setpoint to generate at least one of a braking force and a braking pressure, the brake system comprising at least two wheel brakes and at least two electrically operated actuators assigned to the at least two wheel brakes, the method comprising:

determining a desired braking input based on at least one of a brake pedal operation and at least one other control system; and

applying the at least one of the braking force and the braking pressure as a function of the desired braking input,

wherein the applying includes applying the at least one of the braking force and the braking pressure to at least one but less than all of the at least two wheel brakes when the vehicle is at a standstill.

34. (New) The method of claim 33, wherein the determining includes determining a desired value of the at least one of the braking force and the braking pressure based on the desired braking input, and

the method comprises limiting the applied at least one of the braking force and the braking pressure to an operational maximal value that is less than the desired value.

35. (New) The method of claim 34, wherein the operational maximal value is calculated to be sufficient to keep the vehicle at the standstill based the at least one of the braking force and the braking pressure being applied to less than all of the at least two wheel brakes.

36. (New) The method of claim 34, wherein the desired value is less than a maximal physically-implementable value of the brake system.

37. (New) A controller for controlling a brake system of a vehicle, the brake system being driveable by an actuation signal as a function of a setpoint to generate at least one of a braking force and a braking pressure, the brake system comprising at least two wheel brakes and at least two electrically operated actuators assigned to the at least two wheel brakes, the controller configured to:

determine a desired braking input based on at least one of a brake pedal operation and at least one other control system; and

apply the at least one of the braking force and the braking pressure as a function of the desired braking input,

wherein the at least one of the braking force and the braking pressure is applied to at least one but less than all of the at least two wheel brakes when the vehicle is at a standstill.

38. (New) The controller of claim 37, wherein the determining includes determining a desired value of the at least one of the braking force and the braking pressure based on the desired braking input, and

the controller is further configured to limit the applied at least one of the braking force and the braking pressure to an operational maximal value that is less than the desired value.

39. (New) The controller of claim 38, wherein the operational maximal value is calculated to be sufficient to keep the vehicle at the standstill based the at least one of the braking force and the braking pressure being applied to less than all of the at least two wheel brakes.

40. (New) The controller of claim 38, wherein the desired value is less than a maximal physically-implementable value of the brake system.